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Form 504	
DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY	
SOUTHWEST ALASKA	
State: ALASKA	
11-5613	
DESCRIPTIVE REPORT.	
Hydrographic	Sheet No. 4467
LOCALITY:	
Cook Inlet	
Port Graham	
1925	
CHIEF OF PARTY:	
C. L. Garner	

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The finished Hydrographic Sheet is to be accompanied by the following title sheet, filled in as completely as possible, when the sheet is forwarded to the Office.

U. S. Coast and Geodetic Survey.

Register No. 4467

State . . . Alaska

General locality . Cook Inlet, ~~Southern part.~~

Locality . Port Graham

Chief of party . Clem. L. Garner

Surveyed by . Ray. L. Schoppe, R.W. Knox

Date of survey . May, 1925

Scale . 1./10,000

Soundings in . Fathoms

Plane of reference . Mean lower low water

Protracted by R.W. Knox . Soundings in pencil by H.E. McEwen ~~R.W. Knox~~

Inked by H.E. McEwen Verified by A.P.C.

Records accompanying sheet (check those forwarded):

Des. report, 1 Tide books, 0 Marigrams, 2 Boat sheets,

1 Sounding books, 2 Wire-drag books, 0 Photographs.

Data from other sources affecting sheet Topography and signals
from surveys of 1908

Remarks:

REPORT COVERING WORK EXECUTED
IN SEARCH FOR REPORTED ROCK IN PORT GRAHAM, ALASKA.
Date of Instructions March 25, 1925.

-----oOo-----

In accordance with instructions of the above date the DISCOVERER stopped at Port Graham, en route from Anchorage, to Chignik, Alaska, between May 22 and 27, and made a thorough search for the rock reported to have been struck by the Steamer REDONDO on October 14, 1924. To depths materially different from those shown on the present chart were found and as the area was thoroughly dragged with no indication of any dangers and it is not believed that the rock exists in the position reported.

CONTROL.

This work is all controlled by recovered triangulation stations and tangents to points and rocks which give definite location of positions.

METHODS.

Soundings with the hand lead about the area of the reported rock were first made, the depths obtained being about the same as shown on the chart.

After the soundings the area was dragged with a 1200 foot wire drag set to depths between 30 and 40 feet depending on the state of the tide and the area was covered several times dragging from all directions so that it quite certain that this rock does not exist.

The Lighthouse Bureau had set a red buoy approximately at the position of the reported rock and dragging was hampered by this. Because of this buoy being close to the position of the reported rock it was necessary to drag up to the buoy until the wire fouled with the buoy anchor chain, the drag being continued until it formed an acute angle at the buoy. This was repeated several times from various directions with the result that all area was certainly covered more than once and there was never any indication of the drag bringing up on anything but the buoy chain which was usually evidenced by the vibrations of the buoy itself. Once or twice when a current was running it was not possible to notice any unusual vibration of the buoy but the position of the drag was such that it could have brought up on nothing else.

TIDES.

As no tidal bench marks could be recovered at Port Graham it was not considered necessary for the reduction of this work to make tidal connections with Seldovia but a staff was set up on

the dock at the Fidalgo Island Packing Company's cannery at Port Graham and readings made in case they may be used with the predicted tides at Seldovia.

RECORDS.

With the exception of Lieut. R. L. Schoppe who had charge of the work the entire personnel was entirely inexperienced at wire drag work and some practice work had to be done preliminary to the real work which was rather slow.

The soundings and wire drag work are plotted on one smooth sheet and two boat sheets which are submitted herewith and have been plotted as follows:

Smooth Sheet:

Contains wire drag positions while dragging East and West.

Boat Sheet #1:

Contains wire drag positions while dragging North and South.

Boat Sheet #2:

Contains hand lead soundings which are only roughly reduced and are not plotted on the smooth sheet.

This work is shown on three sheets in order to avoid confusion and because of lack of time in the field to completely finish all details.

CONCLUSION.

This work alone is sufficient to thoroughly convince the Commanding Officer that this rock does not exist as reported but the report should not be closed without a statement as to the general knowledge as regards this incident. It is generally known that the REDONDO was very close to the beach when she struck and I was informed by cannery people at Port Graham that the REDONDO struck after leaving dock at that place. The ship was landed starboard side to and when leaving backed away from dock and then came around with right rudder and was noticed to be very close in to the beach though it was not learned until the next morning when the Cannery Superintendent went over to Seldovia, where the REDONDO had stayed over night, that she had hit when clearing. I do not know of a single person who believes the rock to exist.

Respectfully submitted,

Clara L. Garner
CLARA L. GARNER, H. & C. Engr.,
Chief of Party.

STATISTICS SHEET NO. 1

Port Graham Cook Inlet Alaska

Date 1925	Letter	Positions	Soundings	Area (Sq. mi. stat.)	Boat
May 25	a	60	156	.18	skiff

Wire Drag

May 26	a	Guide Launch 24			M.S.
	a	End Launch 24		.20	M.S.
May 27	b	Guide Launch 38			M.S.
	b	End Launch 44		.17	M.S.
		
Total		130		.37	

Soundings in fathoms above mean lower low water. Tide staff located on cannery wharf. Half hourly readings were made to determine the state of tide.

C.L.B.

POST-OFFICE ADDRESS: 305 Custom House, San Francisco, Calif.

TELEGRAPH ADDRESS:

EXPRESS OFFICE:

OCT 22 8 51 AM '25

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY
Str. DISCOVERER

San Francisco, Calif.,
October 15, 1925.

To: The Director.

Through: Inspector, San Francisco Field Station.

Subject: Wire Drag Work at Port Graham.

Reference: Director's letter 7-RS, October 5th.

In compliance with the reference the following information relative to the wire drag work in Port Graham Alaska, in the early part of this year, is furnished for your information.

(a) The drag used in this work was the short wire drag with collapsible buoys as furnished in whole by the Inspector of the Seattle Field Station during April of this year. This drag is described by Lieut. Charles Shaw under the title of "Short Wire Drag", a description of which was furnished this vessel from the Washington Office under date of April 4, 1925, 7-LE. There were six sections of 200 feet each making a drag 1200 feet long.

(b) The up-rights were set at 40 feet as assumed in paragraph (b) of reference. In other words the depths refer to the length of up-right.

(c) Paragraph (c) of reference cannot be definitely answered though I am of the opinion that buoy No. 1 is meant to designate the first small buoy from the end of the drag at the guiding launch. Lieut. R. L. Schoppe was in charge of this work and probably can answer this question definitely. A copy of the letter will be sent him in order that he may make a reply thereto.

Clem L. Garner
CLEM L. GARNER,
Commanding Officer.

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ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY

AND REFER TO No. 4-DEM

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

WASHINGTON

November 4, 1925.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet H. 4467

Examination for Reported Rock in Port Graham, Alaska

Surveyed in 1925.

Instructions dated March 25, 1925

Chief of Party, C. L. Garner.

Surveyed by R. L. Schoppe, R. W. Knox.

Soundings plotted by H. E. MacEwen.

Drag Work plotted by Field Party and H. R. Edmonston.

Verified and inked by H. R. Edmonston.

Area and Depth sheet by H. R. E.

1. This survey comprises an examination, both hydrographic and wire drag, for a reported rock supposed to have been struck by the Steamer Redondo on October 14, 1924.
2. The records were defective in the following respects:
 - a. No boat's head by compass was given in the sounding records.
 - b. The drag records were not kept in accordance with the form prescribed in Special Publication No. 56. When the records first came in to the office there was no means of knowing whether depths given were lengths of upright or effective depths nor what the length of section was. This information was subsequently supplied, upon request, by Mr. Schoppe when in the office.
3. The methods and character of operations satisfy the General Instructions.
4. The depth of dragging is sufficient for disproving the existence of the reported rock. ~~(The drag was passed over the supposed location several times in different directions with effective depths ranging from 26 to 55 ft.)~~
5. The extent of dragging is sufficient to disprove the existence of the rock in the reported locality. Owing to the navigation buoy at approximately the reported position of the rock, the drag could not actually be dragged over the spot but from the

various manœuvres of the drag it is practically certain that nothing exists at the buoy (See Descriptive Report, page 1). A point split is, however, shown on the Area and Depth Sheet.

6. There were two groundings during the progress of the work, both of which were on known shoals.
7. The overlaps are sufficient.
8. The soundings were well plotted and the protracting was good. Only a portion of the drag work was plotted on the smooth sheet by the field party, the balance being shown on the boat sheet. The office cartographer incorporated all the drag work on one smooth sheet.
9. No additional work is necessary. From the work executed by this party together with the local knowledge obtained relative to the striking of the Redondo (see Descriptive Report, page 2), it is practically conclusive that no rock exists in the reported position.
10. Character and scope of operations -- very good.
Field drafting -- very good.
11. Reviewed by A. L. Shalowitz, November, 1925.

A.L.S.
L.S.

September 3, 1925.

Division of Hydrography and Topography:

Division of Charts:

~~entered and~~
Tide reducers are approved in
volumes of sounding records for

HYDROGRAPHIC SHEET NO. 4457

Locality: Port Graham, Cook Inlet, S. W. Alaska.

Chief of Party: Olan L. Garner in 1923

Plane of reference is mean lower low water and is
6.0 ft. on tide staff at Cannery Wharf, Port Graham, Alaska.

For reduction of soundings, condition of records satisfactory
except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted.
3. Time meridian not given at beginning of day's work.
4. Time (whether A. M. or P. M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of each day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.

Neither reductions or lead line corrections were entered and no
reductions were made in the field.

O. L. Garner
Chief, Division of Tides and Currents.